[President.]

of all enterprises and contented labour is efficient labour but Government cannot be sympathetic to the waving of red flags and crying of 'Inqulab Zindabad', and similar phrases, by labourers, catchwords which they do understand and which deflect them from steady and useful work. Labour organisation is not only useful but essential but the organisation should be by and for labour and not for extraneous purposes. It is labour that is the main asset of the State, and in the prosperity of labour lies the future industrial development of the country.

The question that Government be granted a sum of Rs. 2,78,636 under Demand No. XV—Industries including Clay Refining and Porcelain Factory and a sum of Rs. 10,000 under Demand No. XXXIII—Loans—Industrial Loans was put to vote and carried.

The motion was passed and the grants made.

President : The House will now adjourn and meet again at 2-30 P. M.

The House adjourned at 1-20 P. M.

The Council reassembled at 2-30 P. M. with the President in the Chair.

NEW MEMBER.

The following new member took the oath and signed the rolls :

Mr. P. Raman Pillai (*Conservator of Forests*) :

President : Demand No. XXXIII has also been discussed along with demand No. XV ; Demand No. XXXIII has therefore to be put to to the vote of the House.

The question that Government be granted a sum of Rs. 10,000, under Demand XXXIII—Industrial Loans, was put to vote and carried.

The Grant was made.

DEMAND NO. XVI—COMMERCIAL TRANSPORT.

Mr. E G. Salter (*Superintendent Transport Department*) : Sir, I rise to move for a grant not exceeding Rs. 11,81,249, under Demand XVI —Commercial Transport.

President : I have the names of 16 honourable members who wish to speak on this demand. Here again, I would ask the House whether they would prefer lessening the number of speakers or the time for each speaker.

The point was decided by a show of hands, in favour of shortening the time of each speaker.

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Mr. Kottur Kunjukrishna Pillai: Sir, I am very happy to note that this Department has survived hostile criticism, a lot of pessimistic forebodings, and has been able to run on a profitable basis in spite of the disadvantageous circumstances under which it had to run in the earlier part of the year. Sir, even if it had not produced any profit, I think circumstances have made us realise the importance of having the control of the transport system in the State under some impartial agency. It was not once or twice but on many occasions that people with certain political colours have found it difficult to travel in public conveyances in certain parts of the State. If only to give everybody, irrespective of his political opinions, the chance of travelling through public conveyances, if only for that, the Transport Department, irrespective of the profit it makes, has to be extended throughout the State. I am in favour of a comprehensive and co-ordinated system of transport being undertaken by this Department throughout the State. I also wish to emphasise the importance of this Department taking up the waterways as well. As the Dewan-president has made it clear, the profits made by the Department will go to improve the roads, and any surplus available will be allotted for the improvement of water communications which have been neglected in the recent past, for instance, the canals between Trivandrum and Quilon. Most of the canals between Trivandrum and Quilon are fast getting silted up. Sir, one of the greatest assets of this State is its water communication, and that has to be kept in tact. I hope Government will go ahead with the policy of extending the transport system, both land and water, throughout the State, and give every encouragement to the department. At the same time, I cannot fail to point out some of the difficulties experienced by the public in the present working of the department. It is not with a view to be carpingly critical of the working of the department, but with a view to make it more popular, that I make these remarks.

Sir, there is overloading however much it may be denied. If the Head of the Department has not been able to find it out, that makes our apprehensions even greater ; because, even though there is overloading as we all know for a fact, if the Head of the Department does not know of it, it means that the income on account of the overloading is not being credited in the accounts of the department. If that is so, the position is really serious.

Then, Sir, there is some doubt with regard to the petrol buses that have been recently purchased by the department from a private person. There is the impression among the public that those buses have not been purchased at the most favourable terms for the department. Because, proprietors of motor companies tell me that

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[Mr. Kottur Knnjukrishna Pillai]

even if brand new buses are purchased, they would allow 33 and 1/3 per cent. by way of commission, and in the case of Government, it would be duty free. I am also informed that for every 12 buses purchased, 1 bus would be given free. I am saying all this for the consideration of the department, and to point out to Government that the terms of the present purchases have been less advantageous to Government than direct purchase from motor companies.

With these words, as there is no time, I resume my seat.

Mrs. Gnanasikamony (*Nominated*): Sir, it is true that there was some inconvenience due to paucity of buses, and such inconvenience was in no way small. But, after the recent purchase of some new buses, things are all right. I should think that it would be better if the transport service is extended throughout the country.

I would suggest to the Department strictly to prohibit smoking in buses; it causes real inconvenience to the passengers, especially ladies.

I would also suggest that bus timings may be published in the Gazette and in newspapers.

President: Is it not done now?

Mr. E. G. Salter: Yes, Sir, alterations are published in all newspapers also.

Mr. James Fletcher: That is only in regard to the Trivandrum-Quilon line; the timings are not published in the case of the Trivandrum-Cape service.

Mr. E. G. Salter: I beg to differ, Sir.

Mrs. Gnanasikamony: The present bus service in the branch lines is very inconvenient to the travelling public, because they do not correspond to the timings of the main line buses, nor do they extend up to the bus-stands on the main road. I would suggest that the Department takes up the branch lines also; if that is not considered feasible, the branch line buses may be allowed to start from the bus-stands on the main road.

Mr. E. K. Kuripe: സർ, ട്രാൻസ്പോർട്ട് സർവീസ് ഗവണ്മെൻറിൽനിന്നും ആരംഭിച്ചകാലത്തു് രാജ്യത്തിൻറെ നാനാഭാഗങ്ങളിലുമുള്ള ആളുകൾക്ക് വളരെ ആശങ്കയുണ്ടായിരുന്നു. ഇപ്പോൾ ഈ സർവ്വീസ് രാജ്യത്തിലാകമാനം നടപ്പാക്കണമെന്നാണ് ജനങ്ങൾ മുറവിളികൂട്ടുന്നതു്. എന്നാൽ രാജ്യംമുഴുവനും ഉടൻതന്നെ സർവീസ് നടപ്പു

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ക്കാൻ സാധിക്കാത്തപക്ഷം ഇപ്പോൾ രാജ്യത്തിന്റെ തെക്കേ അറ്റം മുതൽതുടങ്ങി പ്രധാനറോഡിൽക്കൂടി കൊല്ലംവരെ നടപ്പാക്കിയിട്ടുള്ളതു പോലേ രാജ്യത്തിന്റെ വടക്കേ അറ്റമായ പറവൂർവരെ ഈ സർവീസിനെ എത്തിച്ചാൽകൊള്ളാം. അതുപോലെ ലോറി സർവീസ് നടത്തുന്ന മൂന്നാർ ലൈനിൻകൂടി ഈ സർവ്വീസ് നടപ്പാക്കിയാൽ ഗവണ്മെന്റിന് വലിയ ആദായം ഉണ്ടാകുന്നതാണ്. ലോറി സർവീസ് നടത്തിക്കൊണ്ടിരിക്കുന്ന ഉദ്യോഗസ്ഥന്മാർക്കു തന്നെ ഈ സർവീസുകൂടി നടത്താൻ സൗകര്യമുള്ളതുകൊണ്ട് അതിലേക്കുള്ള ചിലവുവളരെ കുറവായിരിക്കുന്നതാണു. രാജ്യത്തിലുള്ള ട്രാഫിക്കു മുഴുവനും ഗവണ്മെൻറിന്റെ കൺട്രോളിൽ ആക്കുകയാണ് പരിഷ്കൃതഗവണ്മെൻറുകൾ ചെയ്യുവരുന്നതു. ഈ കൊല്ലത്തിൽ ഉണ്ടായ കുഴപ്പങ്ങളെ എല്ലാം അമർച്ച ചെയ്യുന്നതിന് ട്രാൻഡ്പോർട്ട് സർവ്വീസ വളരെ സഹായിച്ചിട്ടുണ്ട്.

President: Your time is up.

Mr. E. K. Kuripe എനിക്കു രണ്ടു മിന്നിട്ടു കൂടിസമയംവേണം.

Presibent: Every honourable member wants some more time and I have got so many other honourable members on the list who want to speak. The honourable. member will conclude soon.

Mr. E. K. Kuripe : സർ, കൂടുതൽ യാത്രക്കാരുള്ള ലൈനിൽ കൂടുതൽ ബസ് അനുവദിക്കണമെന്നുള്ളതിനെ സംബന്ധിച്ച് വടക്കൻ തിരുവിതാംകൂറിലെ ജനപ്രതിനിധികളിൽ പലരും ഡിപ്പാർട്ടുമെൻറധ്യക്ഷന്റെ അടുക്കൽ പല പ്രാവശ്യവും പരാതിപ്പെട്ടിട്ടുണ്ട്. അദ്ദേഹം അതിനെപ്പറ്റി യാതൊന്നും ഗൗനിക്കുന്നില്ല. മന്നാംകണ്ടം, പള്ളിവാസൽ മുതലായ സ്ഥലങ്ങളിലേയ്ക്ക് പോകുന്നതിനു യാതൊരു നിവൃത്തിയുമില്ലാതെ ജനങ്ങൾ വളരെ ബുദ്ധിമുട്ടുന്നുണ്ട്. പ്രത്യക്ഷമായി കാണുന്ന ബുദ്ധിമുട്ടുകളെപ്പറ്റി പരാതി പറയുമ്പോൾ അതിനെ സംബന്ധിച്ചു യാതൊരു പരാതികളും ഇല്ലാ എന്നു അസംബ്ലിയിൽ ചോദിക്കുന്ന ചോദ്യങ്ങൾക്കുപോലും സമാധാനം പറയുന്നതു വളരെ കഷ്ടമാണ്. ചുരുക്കം ചില ബസ് ഉടമസ്ഥന്മാരുടെ ലാഭത്തിനുവേണ്ടി കൂടുതൽ വണ്ടിവക്കാതെ ജനങ്ങളെ കഷ്ടപ്പെടുത്തുന്നതു് ഒരിക്കലും ശരിയല്ല.

Mr. M. K. Ananthasiva Aiyar: Sir, while endorsing the views expressed by the honourable members regarding the extension of the transport system, both land and water, throughout the State, I wish to make a few suggestions for the consideration of the Department!

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[Mr. M. K. Ananthasiva Aiyar]

In regard to the petrol buses now purchased by the Department, the seating accommodation in them is not so comfortable as in the bigger transport buses, the old buses run on diesel oil. They are more convenient for the passengers. They afford greater protection from rain than the new buses which the Department has now purchased.

The Trivandrum Town Service starts from the East Fort Gate and goes to the different parts of the town. Students are issued season tickets on concessional terms. But, these students find it a great inconvenience to come all the way from their respective houses to the East Fort Gate in time to catch the bus which would take them to their schools or colleges before the day's lessons begin. The traffic on the Trivandrum roads is very heavy, especially in the mornings, so that it is not also safe for school-going children to walk a long way to the East Fort Gate. And I understand that there are about 1,000 students holding concession tickets. What I would therefore suggest is that, for the convenience of the school-going children, town buses may start, not only from the East Fort Gate, but also from other centres which may be convenient for the school-going children living in the different parts of the town, for instance, the Women and Children Hospital, Pettah and other junctions in the town. That will be a very great boon to the school-going children. It is up to the Transport Department to explore all possibilities and to find out ways and means to minister to the convenience of school-going children, especially girls.

Mr. Kochikal P. Balakrishnan Tampi: Sir, I wish to bring to the notice of Government the lot of the graduates employed in this Department. They are certainly good enough ; Government should consider the question whether they should be retained there for long. If the object of the Government was to teach to the educated young men of Travancore the dignity of labour, certainly they have achieved it.

But to retain them longer means to keep a set of people who will naturally be disappointed. And when employees are disappointed, when they find that there are no prospects in the Department certsinly we cannot get the best work out of them. Therefore I suggest that the intelligent and capable young men that we find in the buses may be drafted to some other departments and men to whom it may be a real benefit a good career, an ambition to enter the buses as conductors may be drafted as employees to work in the buses. I mean the men who have completed their school final course or the men who have just enough knowledge of English and

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the vernacular languages and who are physically fit, They may be employed in the place of the graduates. I am a little jealous also because as a member of the Senate I do not want to be told that the graduates are so cheap here, that the Travancore Graduates are working as conductors in buses and as waiters in hotels. As a matter of fact they are not graduates of the Travancore University ; they are graduates of an older University. But, as it is almost contemporaneous with the establishment of the Travancore University the impression is likely to gain ground that it is the Travancore graduates that are going round as bus conductors.

Mr. C. V. Chandrasekharan : May I know whether the honourable member is aware that in the American Universities the graduates and under-graduates do dish cleaning, kitchen cleaning and other menial work?

Mr. Kochikal P. Balakrishnan Tampi : Certainly I had that in mind when I referred to graduates being waiters in hotels. Any way I thank the Pro-Vice-Chancellor for the very profund information he has given about American life.

Then I come on to another point which I want to press on the attention of the House. It is this. Before the Government embark on schemes of transport on other lines, they must think of the feasibility of granting monopolies to certain syndicates or corporations, the Government retaining only control and supervision. By that means, without any investment at all Government can be assured of large returns by way of the amounts that should be stipulated to be paid by the different syndicates or corporations concerned.

A third thing that I wish to say is that tastes often differ and that the open buses now used in the transport service or to me far more comfortable than the closed ones. Mr. Salter was assuring me that the buses are improved. If only one could think of some of the transport buses before they were repaired and the very serious assault on the nerves which the sound makes—I am only slightly exaggerating when I say that—one often is tempted to get up and jump out of the bus. The open buses are a little more comfortable. I suggest that both kinds of buses may be kept by the Department.

Mr. Thomas Chandy Mukkadan : പുതിയ ബസ്സുകളിൽ ഇരിക്കുന്നതിനുള്ള സീറ്റുകൾക്കു വീതിപോരെന്നുള്ള വിവരം അറിയാമോ?

Mr. Kochikal P. Balakrishnan Thampi : സീറ്റിന്റെ വീതിക്കുട്ടുന്നതിൽ യാതൊരു വിരോധവുമില്ല.

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Mr. James Fletcher: Sir, the present Transport Department works on the Cape Comorin, Trivandrum and Quilon roads and lately the Department has taken the lorries that run on the North Travancore roads. The Department might have gained the experience, viz. by running buses on bad roads the life of the bus is very much shortened. To see that there is no shortening of the life of a motor vehicle, the first thing that has to be done is to have the road improved and made fit for the vehicle to run. There is a desire in the State now for extending the work of the Transport Department throughout the State. I do support that view. It is good. It is quite necessary. It is advantageons to the people to have the Transport Department working on all the roads, especially on all the main roads of Travancore. But, before the extention is made, I would request the Government to see that the surface of the road is made fit to allow a motor vehicle to run on it.

Then, I may also bring to the notice of the Government the fact that some of our Transport buses are handled most recklessly by the drivers. Sir, these motor engines require very careful and considerate handling. If a bus is used roughly and indifferently naturally the motor engine deteriorates very soon. There should be a certain sense of ownership in the minds of these drivers and a feeling of responsibility should be instilled in the minds of these drivers by the Departmental Head.

I may also state that it is my desire to see that even the transport system on the main canals of Travancore is takenup by this Department. for with one Departmental Head all these things could be carried on and the advantage will be something like the advantage derived from large scale works Surely the State will be gaining much more by large scale work than by carrying out in small bits. However, it has been found as a result of experiment that with a short distance road it has been a success and I am sure that when it is extended it will be a greater success.

Mr. N. Krishna Aiyar: Although there was considerable opposition to the scheme when Government first proposed it, it is now gratifying to find that everybody is applauding the scheme and urging Government to extend the scheme throughout the State. It has justified its existence and its expansion both from the point of revenue and also utility and convenience. I am sure the Government will speedily extend the lines and expand scheme throughout the State.

But more urgent than the extension of the land transport is the taking up immediately by Government of the water transport. The present system of motor boat services is very unsatisfactory Most of the motor boats are ill-constructed; the engines are inefficien

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and the seating accommodation inadequate and insufficient; so much so that passengers are put to considerable inconvenience. The average speed of a motor boat now plying in the service is between four and five miles an hour and for short distance lines such as the Changanacherry-Alleppey or the Alleppey-Kottayam line covering about 14 or 15 miles, it takes four to five hours with inconvenient stoppages and vexatious intervals. There is absolutely no decent accommodation, no convenience even for taking food or other conveniences ordinarily necessary in such travels. Much more is the inconvenience felt when we take longer lines such as the Alleppey-Cochin and Alleppey-Quilon lines, Alleppey more or less being the pivot and centre of backwater transport. Apart from the waste of time, the safety of the passengers has also to be considered. When we travel in some of the small boats during long journeys which run mostly in the night, especially during unfavourable weather, one is terrified. In my own experience I have had occasions during such travels to sing prayers and vedic hymns and also to think seriously about insurance. The Redeemer boat tragedy which happened a few years ago could not have been forgotten by several members of the House and the recent occurrence at Thannirmukkam is also very fresh in our minds. I do not know whether Government have been able to arrive at the number of casualties which occurred at Thannirmukkom. Now, more than ever, it is highly necessary to see that such occurrences do not take place and that greater facilities and conveniences are afforded to the public by Government by taking up the water transport also. It is quite possible to absorb some of the boats now plying in the service which are of a certain size and standard and other boats of better standard and better accommodation may also be constructed.

When we travel in buses sometimes we are stranded, but we can either walk along the road or rest in near by places or at any rate keep ourselves from starvation. But when we get stranded in boats, very often in the middle of the backwaters, we find ourselves helpless and sometimes we have even to starve. Especially when there are women and children, the condition is miserable. It is needless to dilate on this point any further. I believe that Government is already contemplating to take up the motor boat services and I would request the Government to do it as speedily as possible. From the point of view of finance and revenue also, the boat services would be more advantageous than the extension of land lines. The initial outlay will be less, the running cost will be less and the depreciation also will be negligible and the Department will be able to make a much higher percentage of profit from water transport than from land transport. From the point of view of the boat owners

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[Mr. N. Krishna Aiyar]

too, I believe that several of the boat owners will be willing to hand over their boats to Government because they are running the present services at a loss on account of the unfair competition between themselves and want of organisation. It is very ill organised and there is cut-throat competition between them so that even for lines of twenty and thirty miles they sell tickets for two and three annas, much below the standard rates. But very often, we are stranded on the middle of the journey and the purpose of journey itself is defeated as we could not reach the destination in time.

One other point which might be brought to the notice of Government is that although the rules and regulations require that these boats must be tested every year, we find that much fraud is being committed even in that matter. There is a rule that boats must be re-painted and that the curtains must be renewed at the beginning of every year and should be examined by the Port Officer. But what we find generally is that owners of five or six boats have one set of new curtains and with that set, get all the boats approved and passed by the Port Officer. They fit up the new curtains for one boat and take it for inspection and get the Port Officer to pass it. They then remove the new curtains and fit the boat with the old. They next fit these new curtains to the next boat just before it is taken for inspection by the Port Officer. This process is adopted in the case of all the other boats and every boat has its own festival day in having these new curtains. At the end of the week the passengers find the boats with the same old curtains and find themselves as uncomfortable as before.

Such things should be avoided.

Mr. M. K. Ananthasiva Aiyar: Is the member aware that most miserable boats with their bad engines are approved by the P. W. D. authorities?

Mr. N. Krishna Aiyar: I am driving at that. That is a very serious complaint. Some of the engines fitted in the boats are absolutely useless and they are mainly responsible for the boats being stranded on the way. The ill constructed nature of the boat and its curtains may not have so much to do with the stranding of boats; but they are giving much inconvenience to the passengers. There is no protection from rain for the passengers.

Another aspect I wish to draw the attention of this House to is, as the Dewan President pointed out, that with the development of transport both by land and water, it is possible to create a reserve fund for the development of road and water ways, and I

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think a move in that direction by Government would achieve the desired end, namely, the enhancement of revenues of the State as well as the affording of facilities for the travelling public.

Mr. M. Sultan Mahiadheen : നാഗർകോവിൽ—തിരുവനന്തപുരം ലൈനിൽ വേണ്ടിടത്തോളം ബസ്സുകൾ ഇല്ലാത്തതുകൊണ്ട് ജനങ്ങൾ വളരെ സങ്കടം അനുഭവിച്ചു. എന്നാൽ ഇപ്പോൾ വേണ്ട ശ്രമംചെയ്തു അതിനെ പരിഹരിച്ചിരിക്കുന്നതിൽ വളരെ സന്തോഷമുണ്ട്. ലഗ്ഗേജിനു ഇപ്പോൾ ചാർജ്ജു നിശ്ചയിച്ചിരിക്കുന്നതു ദൂരസ്ഥലത്തേക്കും അടുത്ത സ്ഥലത്തേക്കും ഒരു പോലെയാണ്. ദൂരത്തിന്റെ കൂടുതൽകുറവനുസരിച്ച് ലഗ്ഗേജിന്റെ ചാർജ്ജിലും വ്യത്യാസം വരുത്തേണ്ടതു് ഏറ്റവും അത്യാവശ്യമായിട്ടുള്ള ഒരു സംഗതിയാണ്.

നാഗർകോവിലിൽനിന്നും തിരുവനന്തപുരത്തേക്കു ഓടിക്കുന്ന ബസ്സുകളിൽ കുറെയെണ്ണം പഴയമാഡൽ ബസ്സുകളാണ്. അതിൽ സവാരിചെയ്യാനുള്ള വിഷമം എത്രമാത്രമാണെന്നു പറഞ്ഞറിയിക്കാൻ പ്രയാസമുണ്ട്. ഇതിന്റെ അധികാരികൾ അത്തരം ബസ്സുകളിൽ കയറി യാത്രചെയ്യുന്ന പക്ഷം ഈ പഴയ കൂടായിൽ ബസ്സുകളെല്ലാം മാറണമെന്നു അവർ തന്നെ അഭിപ്രായപ്പെട്ടുന്നതായിരിക്കും. എതായാലും ഈ "ഓർഡ്ഡ മാഡൽ" ബസ്സുകൾ മാറുന്നതിനു ഗവണ്മെന്റിൽനിന്നും വേണ്ട ഏർപ്പാടുചെയ്യണം.

ഇപ്പോൾ പ്രൈവറ്റു ബസ്സുകൾ ഓടിക്കുന്ന സ്ഥലങ്ങളിൽ ഉള്ള ജനങ്ങൾക്കു വലിയ അസൗകര്യം ഗതാഗതത്തിനു നേരിടുന്നുണ്ട്. ഈ അസൗകര്യങ്ങൾ നീക്കുന്നതിലേക്കായി അവിടെയെല്ലാം ഉടനടി ട്രാൻസ് പോർട്ട് ബസ്സുകൾ ഏർപ്പെടുത്തി ജനങ്ങളുടെ സങ്കടത്തെ പരിഹരിക്കേണ്ടതാണെന്നു അഭിപ്രായപ്പെട്ടുകൊള്ളുന്നു.

Mr. T. Krishna Pillai: Sir; I support the Demand. There is no gain saying the fact that the Transport Department which has been started in the face of calumny and diatribes of the bitterest kind has after all as a rumunerative enterprise turned out to be a success. Apart from the fact that it brings a substantial profit to Government for the money expended on it, from the point of view of giving sufficient comfort and convenience to the travelling public I should think that a different tale will have to be told. Sir, I think, I will be failing in my duty if I did not bring to the notice of Government that, there is a rumour, rather, an impression current among the public in general and the subordinates of the Police department in particular, that,

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[Mr. T. Krishna Pillai]

with respect to the State Transport Department, our Dewan has got a more than common interest, so much so, that even the subordinates of the Police Department are reluctant to take any action on the ill conduct of the bus traffic. To a question asked on the floor of this House, the Inspector General informed me that the traffic section of the police force has control over the Transport bus service. But I ask, Sir, whether any case has been charged against the Transport Bus service by the Police Officers? I must say, Sir, that the approach of a Transport bus near a Police Officer offers a pitiable sight. A straight look at the approaching transport bus is unthinkable to a majority of them. The duty constable standing in the road, as soon as a transport bus reaches him, either shuts his eyes or turns to some other side. He has not courage enough to stop it even when he knows that, by so doing it would avoid accidents. Evidently this trembling hesitation is born of the gross misconception I have mentioned. And, Sir, the mistaken impression getting increasing currency and added strength day by day must be removed forthwith.

It is so unfortunate that the Transport Superintendent, I am constrained to observe, plays too much into the hands of his immediate subordinates.

In this he is not an exception to his compeers, but as his department, unlike many other, have direct dealing with the public, and owns powers and patronage incomparably great, the dangers arising from this good, indeed, be great and tremendous.

Fortunately, one of the Managers who had such a strong hold in the Department as well as on its head, had been packed off bag and baggage, and I cannot but congratulate the Transport Superintendent if he had any hand in effecting this much needed removal.

Mr. T. K. Kitten : ഇപ്പോൾ സർവീസിലിരിക്കുന്ന ടാൻസ് പോർട്ട് ബസ്സുകളിൽ ഒരു പരിഷ്കാരം ഏർപ്പെടുത്തണമെന്നു എനിക്കു നേരിപ്രായമുണ്ട്. അതിലെ യാത്രക്കാരെ ഇപ്പോൾ രണ്ടുതരമായി തിരിച്ചിരിക്കുന്നു. ഒന്ന്, 12 ആളുകൾ ഇരുന്നു യാത്രചെയ്യണം. രണ്ട്, 6 ആളുകൾ നിന്നു യാത്രചെയ്യണം. ഞാൻ ഇതു രണ്ടും പരിശോധിച്ചുനോക്കി. ചാർജ്ജെല്ലാം ഒരുപോലെയാണ്. നിൽക്കുന്ന യാത്രക്കാരുടെകൂട്ടത്തിൽ ഞാൻ കൂടി ഉൾപ്പെട്ടു. അതിൽനിന്നുണ്ടായ അനുഭവം കൊണ്ടാണ് ഒരു പരിഷ്കാരം ആവശ്യപ്പെടുന്നതു്. നിന്നു യാത്രചെയ്യുന്ന ആളുകളുടെ രക്ഷക്കും സൌകര്യത്തിനുംവേണ്ടി ബസ്സിന്റെ മുക

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ളിൽ നിളത്തിൽ ഒരു കമ്പിവയ്ക്കണം. അങ്ങിനെ ചെയ്താൽ യാത്രക്കാർ അതിൽപിടിച്ചു നിന്നുകൊള്ളും. ഈ പരിഷ്കാരം ആവശ്യപ്പെട്ടുകൊണ്ടു ഉപ ലക്ഷ്യത്തിൽ ചിലപ്പോൾ ഈ ഗ്രാന്റു മുഴുവൻ അനുവദിക്കേണ്ടതാണെന്നു ഞാൻ അഭിപ്രായപ്പെട്ടുകൊള്ളുന്നു.

Mr. K. M. Kesavan : Sir, while agreeing with the observations made by the honourable members here, I wish to offer some suggestions. At the same time, I cannot endorse the view expressed by my friend Mr. Tampi when he spoke in disparaging terms about graduates that come out of the Travancore University and their being appointed as conductors in Transport buses. He was advocating the dignity of labour and at the same time, I do not know how the appointment of graduates as conductors is not in keeping with the dignity of labour.

Mr. Kochikal P. Balakrishnan Tampi : A word by way of personal explanation. It is very uncharitable for my friend to say that I spoke ill of the Travancore graduates.

Mr. K. M. Kesavan : He passed some adverse remarks, about Travancore graduates.

Mr. Kochikal P. Balakrishnan Tampi : It is very uncharitable again for my friend to accuse me like that.

President : These mutual accusations of uncharitableness are not personal explanations.

Mr. K. M. Kesavan : Sir, if the dignity of labour can be advocated, I see there is nothing inconsistent in graduates or even Masters of Arts, going as conductors.

I would also advocate the expansion of waterways and landways in different parts of the State. Every important place must be brought into touch with every other place as early as possible. A scheme should be devised by which all the routes will be placed under the Transport Department. Another suggestion is, to explore the possibility of using electric power for the running of trolley buses, to which reference was made by me the other day. I do not khow how far that will be possible from a commercial view point. But I think that could be tried in the Trivandrum—Nagercoil line in view of the heavy traffic, of course, only when power becomes available. We do not know of the exact possibilities and the amount of traffic that we may have from the High Ranges to Alwaye and to Ernakulam. When the trade in the Cochin harbour expands and the commercial convenience and possibilities also expand in our State, the introduction of trolley buses might prove useful and profitable. I would therefore request the Government to enquire into this matter. With these observations, I support the Demand.

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Mr. V. Sankara Menon (*Trivindrum and Nedumangad cum Chirayenkil*): In supporting the demand, I have to express my regret that this demand is only for Rs. 1181249 and the scheme is not being extended further throughout the whole State, both by land and water. I have already stated in another connection that the transport scheme should be regarded as one of the main sources for increasing the revenues of the State. Sir, when we compare the strong out-bust of storm and indignation exhibited on the discussion of this demand last year with the general welcome extended to this demand now, we see that comparisons are not always odious. It also illustrates the truth of the proverb that, where there is a will, there is a way. Sir, I am one of those people who believed in the capabilities of the present head of the administration and I equally believe that something can be done by him to ameliorate the condition of the people, if only sufficient co-operation is forthcoming from the representatives of the people. I am gratified to find that one of such programmes has been found to be a success and acclaimed so by all the people concerned.

A word about the present head of the Transport Department. He also had a considerable share of the ill-feeling envinced at the inauguration of the scheme. It was even wispered that he had not sufficient experience in the conduct of administering any department, prior to his coming over here. He has proved by his work that all those suspicions were unfounded, and the general opinion of the people has now changed most favourably towards him. I would therefore request the Transport Superintendent to issue necessary instructions to his subordinates to keep the approbation earned by him in tact and to see that no sort of complaint what-soever is made either from the passengers or the general public, owing to inconvenience caused in the buses or in the general conduct of his subordinates.

Mr. Thomas Chandy Mukkadan : സർ, കരയിലും വെള്ളത്തിലുംകൂടിയുള്ള ഗതാഗതങ്ങൾ ഗവണ്മെൻറിൽനിന്നും, ബസ്സുകളും ബോട്ടുകളും ഏർപ്പെടുത്തി ശരിപ്പെടുത്തണമെന്നുള്ള അഭിപ്രായത്തോടു ഞാനും യോജിച്ചുകൊള്ളുന്നു. മി. ശങ്കരമേനോൻ പ്രസ്താവിച്ചതുപോലെ നന്മചെയ്യുവാൻ ഏതുതരത്തിൽ ഭരണകർത്താക്കൾക്ക് താല്പര്യമുണ്ടായിരുന്നാലും ശരി, കീഴ്സിൽബന്ധികൾക്കുകൂടി ശരിയായ ഭരണതാല്പര്യം ഉണ്ടാകുന്നില്ലെങ്കിൽ ഇതിൽ കൂടുതൽ പരാതിയുണ്ടാകുവാനിടയുണ്ട്. അടുത്തദിവസം തിരുവനന്തപുരത്തേക്കുവന്ന ഒരു ബസ്സ് രാത്രി ഫ മണി സമയത്തു് പെട്രോൾ ഇല്ലാത്തതുകൊണ്ട് ഇവിടെനിന്നും ഇമൈൽ മാറി ഓടാതെ നിന്നുപോയി. ശ്രീമൂലം അസംബ്ലി മെംബറായ മി ശിവരാമൻനായരും യാത്രക്കാരുടെ കൂട്ടത്തിലുണ്ടായിരുന്നു. അതിലുണ്ടാ

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യിരുന്ന യാത്രക്കാരെല്ലാം രാത്രി ഏകദേശം 2 മണിയാകുന്നതുവരെ അവിടെനിന്ന കഷ്ടപ്പെട്ട. ഒടുവിൽ യാത്രക്കാരുടെ പരാതികൊണ്ട് മുകളിൽനിന്ന ഒരു സൈക്കിൾ എടുത്തു് അതിൽ ഒരാളെ ഇവിടേക്കയച്ചു പെട്രോൾ കൊണ്ടുവരേണ്ടതായിവന്ന. ഇതെന്തുകൊണ്ടാണെന്ന ചോദിച്ചപ്പോൾ ഇതിന്റെ നടത്തിപ്പിൽ അധികാരമുള്ള ചിലരെപ്പറ്റി അവർ അധിക്ഷേപിക്കയാണ് ചെയ്തത്. ഈ മാതിരിയുള്ള നിരുത്തരവാദപരമായ പ്രവൃത്തികളെ നിയന്ത്രിക്കേണ്ടതു അത്യാവശ്യമാണ്.

ബോട്ടയാത്രകളെപ്പറ്റി പറയുകയാണെങ്കിൽ, അത് ഏറ്റവും ദയനീയമായ നിലയിൽ എത്തീട്ടുണ്ടെന്ന് എന്റെ മാന്യസ്നേഹിതന്മാർ പറഞ്ഞതു് അക്ഷരംപ്രതി വാസ്തവമാണെന്ന സമ്മതിക്കുകയും അതു എത്രയും വേഗത്തിൽ പരിഹരിക്കേണ്ടതാണെന്ന പ്രസ്താവിക്കയും ചെയ്തുകൊള്ളുന്ന. ട്രാൻസ്പോർട്ട ബസ്സുകളെപ്പോലെ ബോട്ടുകളേയും ഐകരൂപ്യപ്പെടുത്തി ഉണ്ടാക്കേണ്ടതാണ്. ആലപ്പുഴ—കൊല്ലം ലൈനിലും ആലപ്പുഴ—കൊച്ചി ലൈനിലും ഓടിക്കുന്ന ബോട്ടുകൾ സാമാന്യം വലുതായിരിക്കയും വേണം. ഈ സംഗതി ഗവണ്മെന്റിന്റെ ശ്രദ്ധയിൽ കൊണ്ടുവന്നുകൊള്ളുന്ന.

Mr. G. Narayana Aiyar: I also support the demand. The public cannot sufficiently thank you, sir, for the benefits they have derived by the inauguration of the Transport scheme by you. It is a source of good revenue to the Government and much advantage to the travelling public to the public, in their safe travel, timely travel and cheap travel. The scheme has a very good and prosperous future. The inaugurators of the Transport scheme have had the idea that it should be advantageous both to the public as well as the Government. The result of the road traffic so far, has been appreciable Here also there is a complaint that the convenience and comforts of the people of the Central and North Travancore are ignord. In this connection, I would request the Government to depute an officer to the borders of North Travancore to undesstand directly the difficulties the passengers of North and Central Travancore have to undergo. A traveller who indends to go by the bus has to wait in the station indefinitely. Aithough there are timings for particular buses, when one goes to a bus-stand intending to take a bus at a particular time the bus-owner would say that there are not sufficient passengers and that he is not bound to leave the stand at any particular time The result is that, Government servents, the litigent public and the school children find it very difficult to reach their destinations in time. Though there are certain exceptions, this is the normal state of affairs with almost all the private buses. I cannot understand why the Government have not taken up the transport in North Travancore also. Although I understand that there seems

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to be some sort of assurance by the Government that they will not undertake transport in North Travancore till a particular time, I must bring to the notice of the Government the inconvenience and difficulties that the travelling public have to suffer in Northern Travancore. Therefore, I submit that there is no justification for postponning the undertaking of the transport in North Travancore also by Government anyfurther. This is the first scheme so far as I am aware, that was inaugurated in South India. It has been followed by several Municipalities in British India. They are all convinced of the results of the scheme. This is a very beneficial scheme. I request that the system should be extended to waterways also. At the subject has been dealt with in detail by other honourable members, I do not want to refer to it in detail. My request therefore is that Government should take up the Transport in North Travancore also without waiting for any more time.

Mr. E G. Salter: Sir, I am indeed gratified for the confidence expressed in the unanimous wish of this House for the extension of this comparatively new service to waterways also. Some shortcomings were pointed out by some honourable members and I propose to deal with them.

One honourable member has referred to over-loading. It is a fact that there has been some over-loading in the buses. But unfortuately the mechanical condition of the machines had been allowed to deteriorate, due to circumstances beyond the control of the Transport Department. May I point out that some of the Commer vehicles, the originally purchased rolling stock, have operated 100,000 miles without overhaul although they should have been overhauled after running 50,000 miles. At the time when overhauling was necessary, unfortunately the State was in an unpleasant condition of discord necessitating alll the Transport buses working day after day and week after week, and keeping the buses running at all cost. I admit that buses have been emitting smoke and breaking down. Is it to be wondered? It is for that reason that Government purchased 18 petrol driven vehicles from the Pioneer Motor Service of Nagercoil, which has enabled the department to withdraw from service those buses which were known to be in the worst condition and immediately to put into operation a complete overhauling system. Approximately, three buses per week are put into operation after over-hauling. I think, judging from the remarks I heard from all sides of the House, there are now very few cases of complaint with regard to these buses.

Dealing with the question of the purchase of petrol-driven buses, honourable members should appreciate the position particularly with regard to the price that we paid to the previous owner,

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I made enquiries with the General Motors and I was offered Chevrolet chassis at Rs. 2,975 each. I know it is a fact that some dealers in various parts of the country offer competitive terms such as 33½ per cent reduction of the list price or one free bus for every 12 ordered. But I put it to you gentlemen, ———

President: The honourable member will address the Chair.

Mr. E. G. Salter: I beg your pardon. I put it to the honourable members, most of whom, no doubt, are in possession of motor cars to look at the difference between the list price and the cash price. The list price means nothing, it is but a bargaining figure and this practice of introducing a list price and a cast price is apparently peculiar to India. When the Transport Deparment purchases vehicles they obtain them from the manufacturers and the manufacturers only. The question of list price, cash price or any other seemingly advantageous price, does not arise. A chassis was offered for Rs. 2,975 and it cannot be obtained cheaper anywhere in India. We paid the Pioneer Motor Service Rs. 2,650 each for them which represents a difference of nearly Rs. 350. But new chassis from the manufacturers are not fitted with bodies. If you buy a chassis from General Motors at Rs. 2,975 you will have to spend roughly Rs. 330 more for the body and you will have to wait three months or more for delivery. We needed these buses badly as I explained previously, to enable us to overhaul the fleet of Commer buses. If we had brought from the manufacturers, they would have cost Rs. 3,300 including the bodies, the honourable members will therefore appreciate that basis making an appreciable saving, the department was able to give inordinate relief to what was being a very serious problem.

It has been suggested that smoking should be prohibited in the buses. If that is the wish of the majority of the public, that shall be done. But I think it will generally be agreed that it is not desirable to restrict the convenience or conforts of the travelling public. There are many people who wish to smoke in the bus.

Mr. Kochikal P. Balakrishnan Tampi: Will the department be good enough to reserve one or two seats for non-smokers ?

Mr. E. G. Salter: As the vehicles are nor fitted with windows, no real advantage will be gained by alloting special seats for non-smokers.

May I take this opportunity to explain to the honourable members that the conductors of the department are intsructed that if any passenger has a complaint to make of misbehaviour or any other thing againt any other passenger and if the attention of the conductor is drawn to that fact he is required to see that the inconvenience is removed.

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Mr. Mahomed Ismail: Does the honourable member know that in Bombay the last two seats in buses are reserved for smokers ?

Mr. E. G. Salter: Not only in Bombay are such reservation made, but it is usually the custom to impose restrictions only in double-deck buses, wherein smoking is permitted on the upper deck only. If it is the opinion of the majority of the honourable members of this House, that smoking should be prohibited in the buses, I am quite prepared to recommend that to Government.

Mr. Kaderbouy: Does the honourable member know that a few seats are reserved for ladies and children in buses in Bombay ?

Mr. E. G. Salter: I am aware that seats for ladies and children are reserved even in other parts of India. I am also aware that certain reserve compartments exist in buses in Hyderabad because the ladies there observe Purdha.

Mr. G. Narayana Aiyar: May I know whether the member is aware that the travelling public in private buses in North and Central Travancore are put to very great inconveniences.

I do not feel that I am competent to speak about the private buses operating in the northern parts of the State.

It has been suggested that the department should publish the timings. I take this opportunity to inform the honourable members of this House that it is the intention of the department to publish, in the near future a small booklet containing the time-tables and faretables and all relevant details. It is intended to sell them, like the Railway Guide, to the public at a very small price, which will be utilised for meeting the cost of publication.

It was suggested that passengers should be carried in the lorries operating between Munnar and Cochin. In fact, this was the original idea of the department; but in actual practice it has been found that the drivers required more room for negotiating the many correns on the ghat section and it has not been considered desirable, in the interests of public safety to carry passengers on a vehicle obviously unsuited to such a purpose.

It is hoped, however, that in the near future we will be able to introduce passenger service in that line.

Regarding the complaint that school children have to walk to East Fort to catch the buses to the centre of the Town, I would state that it was for that very reason that the circular service was introduced, and now I think, that the children have no difficulty in the matter of getting easy access to buses, from most residential districts.

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One of the honourable members expressed the opinion that he prefers the country type buses because the Commer buses vibrated badly. In regard to this he stated that due to the terrible shaking and noise, he was tempted to jump out of the bus. But I would tell him that in other buses on such roads he would have had no choice between remaining inside or jumping out, he would have been thrown out.

Mr. T. Krishna Pillai : Sir, may I know of the two sorts of buses, which is more economical ?

Mr. E. G. Salter : I would request the honourable member to state whether he requires to know the difference in operating costs between the petrol vehicles and the Commer buses

Mr. T. Krishna Pillai : The Commer buses and the open buses.

Mr. E. G. Salter : The Commer buses are of three-ton capacity, whereas the petrol buses are of 35 cwts capacity. Weight for weight, the fuel cost of the Diesel engine is aproximately one-fifth of the fuel cost of the petrol engine.

Sir, the same honourable member referred to the graduates in the department, and suggested that it is desirable to absorb them in other departments. It was alleged that they have no prospects in the department. There was also the hint that it was *infra dig* for the graduates to be conductors. Sir, the department was started in 1938, February. 36 per cent. of the original staff of graduate conductors have since been promoted to the rank of Inspectors, drawing a pay of Rs. 40/50 per mensum. I doubt whether in any other department the graduates receive such rapid promotion as in this department. When one considers the various advertisements in the "Times of India" or the "Madras Mail" or the "Hindu" asking for young graduates for Rs. 15, or Rs. 20 per mensem I would recommend that the honourable member should obtain the views of the conductors of this department before supporting that their prospects are incommensurate with their academic qualifications.

One of the honourable members referred to the necessity of good roads to prevent shaking and shortening the life of the buses. I am thankful to him for advocating that good roads should be provided and agree with him entirely.

There was another suggestion that in some cases, the buses were badly handled by the drivers. I can assure the honourable members that the discipline enforced here is more severe than in any other department and that every misconduct or accident, however insignificant it may be, received disciplinary action against the

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[Mr. E. G. Salter.]

driver concerned. If the driver is found to be guilty he is either suspended or some other penalty is imposed on him, dismissals being not infrequent.

It is suggested that a sense of honesty should be created in the minds of the staff. It is not out of place, in this connection, for me to state that the confidence which now appears in the minds of the honourable members of the House has had a remarkable effect on the staff of the Transport Department in that they now feel that their efforts are receiving the approbation of the public. A wonderful spirit of co-operation now exists among the members of the staff and the majority are determined that the fair name of the department will not be spoiled by the misbehaviour of an isolated one or two. Of course, as honourable members know, there are likely to be some black sheep, unfortunately this is inevitable, human nature being what it is. I can assure the honourable members that the short comings of one or two will be remedied by the vigilance of the other members of the staff as they are aware that otherwise the whole department will be brought into disrepute.

A criticism has been levelled that luggage fare is charged irrespective of the distance travelled. It was suggested that the luggage fare should be proportionate to that distance. This is an old argument. Obviously, we cannot provide every conductor with scales to measure the weights of each article of luggage, he is required to estimate it. A fare proportionate to the distance and the weight would be only creating confusion.

Sahib Bahadur Abdul Tayeb Shaikh Kaderbhoy: I think the suggestion was regarding the rates being proportionate to the distance.

Mr. E. G. Salter: Yes. If the rates are proportionate to the distance it would mean a very complicated faretable as two factors would be involved, weight and distance. It has been decided that weights alone are the best determining factors.

In regard to the suggestion that the Police have no control over the buses belonging to this department, frankly, I am at a loss to understand what has prompted such a suggestion. Even now Police prosecution against the drivers of this department are taking place. Excepting certain minor offences which are dealt with by departmental disciplinary proceedings, all offences of the Motor Vehicles Regulations or, for that matter, under any other regulation, are properly reported and suitably dealt with, serious offences resulting in prosecution and the drivers of the Transport Department are a much subject to Police supervision as any body else.

Regarding facility for standing passengers.

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President : The honourable member must finish very soon.

Mr. E. G. Salter : The suggestion for providing rail or straps for the standing passengers will be taken into consideration in future vehicles—there is insufficient head room in the present buses.

Mr. M. K. Ananthasiva Aiyar : Is it absolutely necessary that you should take in passengers who are to stand inside the buses ?

Mr. E. G. Salter : Sir, we do not shedule services which require passengers to stand. But in the event of a break down of one bus, we want the next vehicle coming behind to take up the persons from the former bus. This is necessary particularly in the long distance routes.

In regard to the extension the Transport scheme throughout the State I can assure the honourable members of this House that their opinion in regard to this matter will be given due consideration and that every attempt will be made to extend the system, as soon as practicable.

President : I find that there has been considerable misapprehension as to the attitude of the Government and the head of the administration with regard to the Transport Department and its relation with the Police. Apparently, it is regarded that, because Government decided that the scheme should be pushed through, they are willing to condone any mistakes on the part of the subordinates of Mr. Salter and that the ordinary Police would not be allowed to intervene for the purpose even of dealing with cases which would otherwise be dealt with by them. I wish to take this opportunity very definitely to say all that I can to banish that idea from the popular mind. Mr. Salter has been often told and he fully realises that in regard to every complaint which has come before the Government, directly or indirectly, with regard to overloading, delays the behaviour of the conductors or accidents or any serious dereliction of duty which might occur in the course of the working of the Department, it is always remembered that the prestige of the Department and ultimately of Government are at stake. The Police and the Transport Departments are not hostile or antagonistic to each other, because obviously if a conductor misbehaves himself he is a discredit to the Transport Department itself and the Government, and the Police Department, acting as one of the agents of the Government, is bound to bring that to the notice of the authorities. Otherwise, it would be failing in its duty. I wish to make it perfectly plain that no attempt at white-washing or screening the Transport Department would be made. I go further

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[President.]

and say that it is because of this idea which prevailed in the initial stages that it was brought home to the staff that there must be as little complaint as is possible. I know that the head of the Transport Department will do all that he can to introduce a sense of discipline and responsibility in his Department.

At the same time, honourable members would see that it is not wise, it is not expedient to countenance any kind of rivalry between the Transport Department and the Police. There have been some signs of it. We should see to it that these two departments should work as the right-hand and the left-hand of the human body, and not with mutual antagonism, open or reiled.

The question that Government be granted a sum of Rs. 11,81,249, under Demand XVI—Commercial Transport, was put to vote and carred.

The grant was made.

DEMAND XVII—CO-OPERATIVE DEPARTMENT.

Mr. M. Ramachandra Rao : Sir, I rise to move for a grant not exceeding Rs. 1,02,144, under Demand XVII—Co-operative Department.

Mr. V. S. Arumukham Pillai (*Tovala* cum *Agastiswaram*) ; Sir, I support the Demand.

The successful working of the co-operative movement depends upon the right type of persons who are in it ; and the right types are those who have sympathy with the poor agriculturist, and who would move freely with them. Judged from that standard the present Registrar is the fittest person for the post.

Dealing with the movement in this State, I have to confess that it has not been a success. It has been in existence here for over 2 decades. As one connected with the movement for the last 7 or 8 years, I have to confess that it has been a failure. The main reason is this : There are not many in Travancore who have imbibed the principles of co-operation ; and those who have realised its vast implications, its scope and its usefulness in village reconstruction, are fewer still. As Sir Malcolm has said, there is no limit but to what the co-operative movement can achieve ; but there is a limit to what any Government can achieve. If everybody would realise the great possibilities of the movement, I am sure the movement will have a bright future. We are talking of rural reconstruction ; there is no other means of achieving it except by the successful working of the co-operative movement. Village reconstruction depends on successful co-operative enterprise.

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